

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG" Capt. F. v. Borer	WEDNESDAY, 11th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULOW" Capt. F. J. Rosch	About WEDNESDAY, 11th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegener	FRIDAY, 13th August, 10 A.M.
KODAT and SANDAKAN	"BOUAF" Capt. F. Embill	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th July, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, AUSTRALIA	ERNEST SIMONS	Girard	16th Aug., P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	17th Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA	BROU	Brou	30th Aug., P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	31st Aug., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 3rd August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

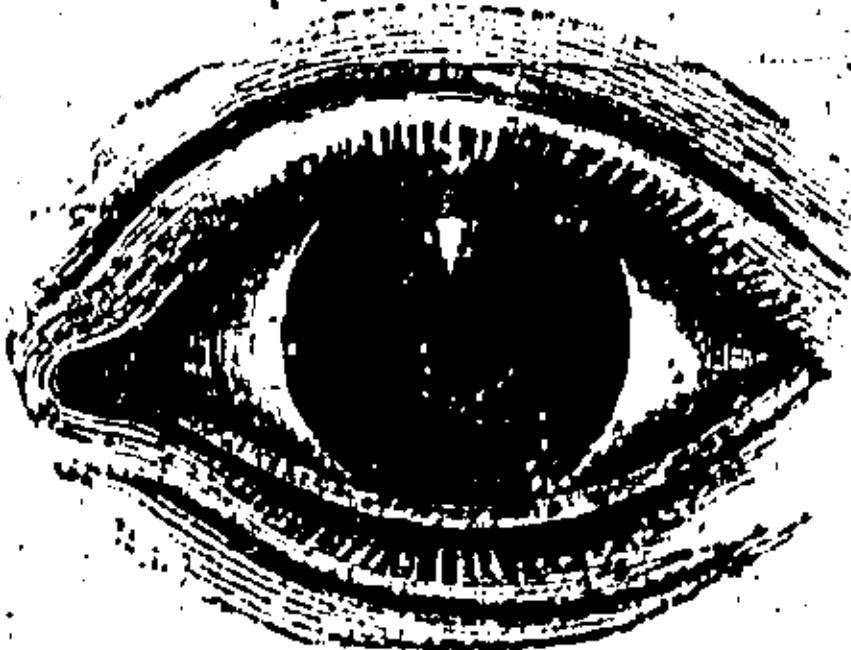
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON,
1, John Street, Bedford Row, W.O.
Hongkong, 4th March 1908.CALCUTTA,
59, Bealack StreetSHANGHAI,
555, Nanking Road.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating dock is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Ed.

Liebers, Snotta,

A. I. and Watkins.

Yokohama, April 28th, 1903

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

NOS. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RYTON TERRACE.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDING, and No. 108, DES VOUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE, No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—

THE COMPADORE DEPARTMENT, E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR
ST. GEORGE'S BUILDING, HONGKONG,
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.Sole Agent for
FERGUSON'S SPECIAL ORNAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT WHOLESALE PRICES

FOR SALE.

"ADLER"

TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND
Rent out by day or week.
REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Voux Road, Central, Hongkong.

SHIPPING TRADE IN 1909.

H. E. Moss & Co.'s half-yearly circular states:—

In our circular of January 1st last, we stated that the year 1908 had been about the worst on record for shipping, and the crisis was then most acute. We also gave our reasons for saying that we were on the eve of a gradual improvement. The intervening six months have certainly been bad enough in the majority of trades, especially in the North Atlantic, but at the present time, without doubt, there is a better feeling throughout the world, and freights in many directions have sensibly improved, although still far below what they should be, or what we may reasonably expect them to be.

Modern tramp steamers can now be worked in order to at least pay interest and depreciation, which for some time past has been impossible. The tonnage laid up has been reduced to less than one half, and what remains is practically out-of-date, and cannot compete with modern vessels. The amount of obsolete tonnage is still enormous, fully 1,000,000 tons. There is no doubt that the late American crisis, which was mainly responsible for our recent troubles, has passed away, and trade in the States is now gradually assuming its normal aspect. These facts, combined with the lessened output of new tonnage, prove to our mind that we are on the eve of better times, which will not be long in coming, and steam shipping is always the last to feel the effects of any general improvement in the trade of the world.

Shipbuilders have felt the depression more than ever before. They still feel it and will continue to do so, though less acutely, until the supply and demand for steam tonnage are again balanced. Many yards have been practically without orders, and the contracts which have been taken have been at a loss, in order to keep the establishment going. Some far-seeing owners have taken advantage of the low prices ruling and ordered new tonnage, a fairly large amount having been placed in the early part of the year, chiefly on the Clyde, and recently on the East Coast. The result of this has been that many builders have secured a few orders, but at wretchedly low figures. The prices for building steamers were never lower, and the improved means of construction builders have now adopted. Undoubtedly the bottom has been reached. New steamers of 6,000 to 8,000 tons with fair specifications can now be placed at about £5 5s per ton on the dead weight, and other sizes in proportion. Most of the new steamers left on builders' hands two years ago, have been disposed of, and the majority of bargains in the way of comparatively new steamers have been picked up, indeed, throughout the recent crisis, it is astonishing how few forced sales have taken place, thus proving that the bulk of shipping is held in much stronger hands than formerly. Second-hand steamers have been difficult to sell, and there are few buyers. The depreciation of this class of property is far greater than that of new tonnage, and large numbers of old steamers are presently for sale. Not many new developments in shipbuilding and marine engineering have taken place, except we may instance the unrivalled performance of the Cunard Co.'s latest turbine steamers—the *Mauritania* having recently averaged 25½ knots across the Atlantic. Great results are expected from the mixed engine (turbine and reciprocating combined), but these remain yet to be proved. The internal combustion engine has made much progress, and for small craft especially has been successfully applied. A great future is expected from this class of machinery. We are glad to notice that the latest Board of Trade Returns of the values of Imports and Exports to and from this Country, at least show an improvement on recent figures.

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Underigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th July, 1909.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Precos medicos.

Dirija-se a

GRACA & CO.,

27, Des Voux Road.
Hongkong, 8 Junho de 1909.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Gents' and Ladies' Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any FARM, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1909.

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Corporation will be held at the Office of the Company, Hotel Manions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, and confirming the appointment of Directors, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 20th July, 1909.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June. The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 23rd August, 1909, (both days inclusive).

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 27th July, 1909.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$5.50/100 per Share for the Six months ending 30th June, 1909, will be payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, to TUESDAY, 3rd August, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON-HOOPER,
Secretary.

Hongkong, 20th July, 1909.

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six months ending 30th June, 1909, will be payable on the 3rd proximo, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th inst., to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Company, Ltd.

Agents for The West Point Building Company, Ltd.

Hongkong, 20th July, 1909.

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

AND
THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that PETITIONS were on the 6th July, 1909, presented to the Supreme Court of Hongkong in its Original Jurisdiction by the above named Society and Company respectively to confirm the alterations of the said Society's and the said Company's respective objects proposed to be effected by Special Resolutions of the said Society and the said Company respectively.

AND Notice is further given that the said Petitions are directed to be heard before His Honour Sir Francis Pigott, Chief Justice of the said Court, in fifteen days from this date and any person interested in the said Society or the said Company, whether a creditor, policy-holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alterations under the Companies Ordinance 1865 should appear at the time of hearing by himself or by his Counsel for the purpose and a copy of the said Petitions, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 20th July, 1909.

C. MONTAGUE EDE,
Secretary to the said Society and the said Company.

Hongkong, 12th July, 1909.

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 10th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
HONGKONG ICE Co., Ltd.

Hongkong, 12th July, 1909.

Intimation.

Powell's

Gentlemen's
Department.

NEW GOODS

SPECIAL

DINNER
SHIRTSFine Quality Cumbrie, with Soft
Pleats, Light Weight, 10" x 3"
Cuffs.THE VERY ACME
OF
COMFORT.

\$4.25 and \$5.25 each

NECKWEAR

60 Dozen

ELEGANT TIES

JUST ARRIVED—

Fly Ends,

Four in Hands

AND

Oxfords

IN

CREPE DE CHINE,

POPLIN,

FOULARD,

MADDER,

Etc., Etc., Etc.

ABSOLUTELY

THE

Latest Productions.

Inspection Invited.

POWELL'S

ALEXANDRA

BUILDINGS,

and

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 23rd July, 1909

OPIUM SMUGGLING.

GIGANTIC SCHEME THAT FAILED.

That the gigantic smuggling scheme unearthed yesterday when opium and cocaine in large amounts were found in machinery consigned to the Paracale Gold Dredging Company, will before the investigation closes, implicate men well-known to the business world of Manila promises to be certain, observes the Manila Times of 29th ult.

But for the timely information furnished the whole quantity of opium and cocaine hidden in the machinery would have gone by the customs secret service and have been delivered to its owners.

Six hundred and thirty-eight cans of opium were found in the hollow shafts of the machinery and these contained 210 ounces of drug valued at P16,000 pesos according to a statement made this morning to the Times by Acting Collector of Customs H. B. McCoy. In the afternoon there were 70 ounces of cocaine found in the drum of a winch, the value of this capture being P1,500 according to the acting collector of customs.

While there are persistent rumours that the amount of opium captured amounted to twice this amount there can be no official confirmation of this rumour obtained from an authoritative source.

It has been well established that the information leading to the capture of the opium and the later capture of the cocaine came from Manila and not from Hongkong, as was stated yesterday. The machinery had been passed on the customs wharf and was taken to the machine shop for alterations when the news of the smuggling reached headquarters and as soon as opening had been made in the shafts the whole amount of the stuff at the shop was taken back to the custom house and the dope dragged forth there.

The seizure of the cocaine was made on the wharf as the secret service officials were suspicious of all the machinery in the consignment in which opium had been found in the morning.

Acting Prosecuting Attorney Southworth has been in close conference with Colonel McCoy and the customs secret service officials since yesterday afternoon and this morning was at the office of the acting collector for a considerable time.

Neither the acting prosecuting attorney nor the acting collector of customs will talk for publication of the next steps to be taken in the case, but it is expected that warrants for the arrest of certain Manila men will be issued.

The smuggling scheme was part of a mammoth enterprise to bring opium into the island, and if it had not been discovered by the officials it is believed that in the next few months thousands of tins of the prohibited drug would have reached the smokers in this country.

Practically no new developments have come up during the day until the time the Times went to press this afternoon but that certain arrests will be made within the next twenty-four hours seems certain.

Manila, 30th July.

Perhaps the cleverest piece of detective work that has ever been accomplished here, is being worked out in all its details by secret agents of the customs service engaged in unravelling the mystery of the large seizure of opium and cocaine made last Wednesday, when over P30,000 worth of the contraband drug was discovered in nine pieces of machinery which arrived here last Saturday on the Tean consigned to the Philippines Gold Dredging Co.

Detectives and other customs officials have, since the discovery, brought all their wit and ingenuity to pay on the problem, and it is now practically certain that those involved in this serious fraud will not much longer remain at liberty. The drag-net of the law is gradually closing in and arrests are expected hourly.

It is not suspected that any officer of the Philippines Gold Dredging Company had any part in the smuggling plot but it is thought that the company was made an innocent victim by the smugglers. The officers and larger shareholders of the company are all well known citizens of the highest character and the inquiry has revealed absolutely nothing that connects any of them in any way with the plot. Mr. Frank B. Ingersoll, the leading member of the corporation, is absent from the city but the other officials have promptly come forward and are lending all possible assistance to the customs officials in investigating the case. They have voluntarily furnished the Government with all correspondence and information in their possession as to the purchase of the machinery and this promises to furnish a very excellent basis for the investigation of the case.

The startling discovery has been made that the prices in which the proscribed drug was secreted were made for the express purpose for which they were used, and not for the ordinary uses to which machinery of this kind is put. It is the confirmation of this theory that has puzzled the detectives and customs officials.

Among other pieces of machinery arriving on the Tean last Saturday for the Philippine Gold Dredging Company, were nine pieces that were taken to the workshop of George Y. Taylor for certain alterations. These nine pieces were: four steel shafts, four cast iron columns, and hand winch. The two former pieces contained over P30,000 worth of opium in little round tins which exactly fitted the hollow pieces. The winch contained cocaine valued at P3,500.

The shafts were made of medium grade steel, were fourteen feet in length, and were provided with a steel collar on either end, the collars effectively closing the ends. The opening inside from end to end measures four inches in diameter, the exact size of the opium tins. The collars are screwed on at the ends, and effectively conceal anything that might be placed inside the hollow tube, and owing to the great weight of the shafts themselves the discovery of anything concealed inside would be almost, if not quite, impossible.

Steel shafts are made to withstand the strain for which they are built, in accordance with the almost exact science of mathematics, each part being made to correspond to the torsional strength of the basic part, which in this case would be the shaft itself, which is 7 inches in diameter. To find the area, square the diameter and the multiplier, 49 sq. inches, multiplied by .7854 gives the cubic area, or 38.4846 cubic inches. Thus, the couplings on the collars should be made to conform, in their aggregate measurements, to this area, on the well established principle that "a chain is no stronger than its weakest link." The couplings on the shaft are four in number, 4 of an inch in diameter, their being ascertained by four holes of those dimensions in the flange. Thus by the same formula the cubic area of each of the couplings is .6871 of an inch, or 2.7488 cubic inches for the four. Thus the torsional strength of the shaft is about fifteen times greater than its couplings; in other words, the whole shaft, figuring from the weakest point of its coupling, contains eighteen times the area required. Mechanical engineers who have been questioned on the subject have stated that no engineer would make such a piece of machinery to be used as such.

One engineer stated that the flange, which is about one and one-half inches in depth, should be at least twice its thickness, and that, in fact, engineers always figure something like twenty-five percent more for torsional strength of couplings than the shaft itself measures, which would make the shaft in question a "mechanical monstrosity," as he termed it.

From these calculations the authorities deduce that the shafts were never intended to be used as such, but merely as a blind to disguise the attempt at smuggling.

Developments of a sensational character are expected to be forthcoming. The detectives detailed on the case are still gathering evidence, but their task is just begun, as they are of the opinion that there are more arrests to be made than those already contemplated.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SUMATRA"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 4th August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th July, 1909

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"GOREN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of August, at 9.30 A.M.

All Claims must reach us before the 8th of August, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.

Hongkong, 28th July, 1909.

SS. "TONKIN"

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from Bordeaux ex ss. *Ville de Cebu* and *P. Leroy Lallier*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 9th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th August, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 9th August, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPFONIN,
Agent.

Hongkong, 2nd August, 1909.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work too heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired, and overladen woman rest as much as possible; and above all, place at her command a bottle of

WAMPOLE'S PREPARATION.

A true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

O. C. MOOSA,

1 & 8, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Coast
Port orders carefully executed.

Hongkong, 30th September, 1909.

Auctions.

PUBLIC AUCTION.

THE undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
TO-MORROW (WEDNESDAY),

the 4th August, 1909, at 11 A.M., at their
Sales Rooms, No 8, Des Vaux Road,
corner of Ice House Street,

SUNDRY HOUSEHOLD AND OFFICE
FURNITURE,

ALSO

One TYPEWRITER, One SMITH PRÉ-
MIER TYPEWRITER, and One BARLOCK
TYPEWRITER (double folio size).

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 3rd August, 1909.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

on

MONDAY and TUESDAY,

the 9th and 10th August, 1909, at 10 A.M. each
day, at H.M. Naval Establishments,

SUNDRY OLD AND SURPLUS
NAVAL AND VICTUALLING STORES,

Comprising—

Old and Surplus Naval Stores—CHAIN,
WOOD BLOCKS, HOSES, TOOLS OLD
IRON and METAL, OLD MACHINERY,
ELECTRIC CABLE and GEAR, MATS and
MATTINGS, WOOD BOXES, LEATHER,
COAL SACKS, OLD INDIA RUBBER,
OLD BOATS, FURNITURE, CARPETS,
SURGICAL INSTRUMENTS, &c., &c.

Old and Surplus Victualling Stores—PRO-
VISIONS, SEAMEN'S CLOTHING, BLAN-
KETS, MESS TRAYS, IMPLEMENTS,
STAVES, and a quantity of ELECTRO-
PLATED ARTICLES, &c., &c.

Catalogues will be issued.

TERMS OF SALE:—As Usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 1st July, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 30th July, 1909. Cts. Per 5 Max.

BUTCHER MEAT

	Cents.
Beef sirloin & prime cut—Mei Lung Pa B	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup, Tong Yuk	15
" Steak—Ngau Yik Pa	20
" Sausages—Ngau Yuk Chuan	26
" Kidneys—Ngau Yik	10
" Tail—Ngau Mei	18
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai- tan-kook	100
Mutton Chop—Yeung Pui Kwai	22
" Leg—Yeung Pui	22
" Shoulder—Yeung Shau	22
Pigs' Chittlings—Chi cheung	22
" Brains—Chi Kook	2
" Feet—Chi Kook	12
" Fry—Chi Kook	15
" Head—Chi Kook	18
" Heart—Chi Kook	9
" Kidneys—Chi Yik	9
" Liver—Chi Kook	30
Port, Chop—Chi Pui Kwai	21
" Corned—Ham Chai Yuk	21
" Leg—Chi Pui	24
" Fat or Lard—Chi Yik	18
Sheep's Head and Feet—Yeung Tau	50
" Kook	50
" Heart—Yeung Sum	each
" Kidneys—Yeung Yik	9
" Liver—Yeung Con	24
Sucking Pigs, To Order—Chi Chai	22
Suet Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	32
Capon, Large, Small—Sin Kai	30
Ducks—Ap	30
Doves—Pan Kai	each
Eggs, Hen—Kai Tai	per doz
Fowls, Canton—Kai	34
" Halban—Hoi Nam Kai	30
Geese—Ngo	20
Geese, Wild Shanghai—Sheung Hoi Ya	20
Ngo	each
Musk Deer—Wong Keng	each
Hare—Ta Chai	each
Partridge—Chi Kook	each
Phasian—Shao Kai	each
Pigeons, Canton—Pak Kup	each
" Holhow—Holhow Pak Kup	each
Quail—Um Chui	each
Rice Birds—Wo Fa Chui	each
Snipe—Sa Chui	each
Turkeys, Ock—Fo Kai Kung	per B
" Hen	45
Wild Ducks, Shanghai, Su-pai	each
Teal, Shanghai, Su Ap Chai	each
Wild Ducks Canton—Sang Shing Sai	each

FISH.

Barbel—Ka Yu	12
Bream—Bia Yu	16
Canton Fresh Water Fish—Hoi Sin Yu	17
Garp—Li Yu	24
Catfish—Chik Yu	24
Goddish—Mun Yu	18
Grabs—Hal	16
Gutta Fish—Mak Yu	16
Dab—Sa Mang Yu	18
Dace—Wong Mei Lun	12
Dog Fish—Tik Yu Sa	18
Kels, Congor—Hal Man Yu	18
" Fresh water—Tam Sai Yu	18
" Yellow—Wong Sin	18
Frog—Tied Kai	32
Garoupa—Sek Pan	50
Gudgoun—Pak Kup Yu	16
Herring—To Pak	32
Halibut—Cheung Kwan Yu	32
Labrus—Wong Fa Yu	24
Loach—Wa Yu	40
Loberster—Lung Ha	40
Mackerel—Chi Yu	18
Mock Fish—Mon Yu	36
Mullet—Chai Yu	28
Oysters—Sang Hoo	24
Parrotfish—Kai Kung Yu	22
Perch—Tan Loo	16
Pike—Fa Pau Fong	10
Plaice—Pan Yu	24
Pomfret, Black—Hak Chong	24
Pomfret, White—Pak Chong	36
Pomfret—Ming Ha	58
Ray—Pai Fa Sa	20
Rock Fish—Sek Kan Kung	20
Roach—Chun Yu	12
Sardine, (Upp.)—Kai Yu	12

Shark—Sa Yu	10
Skate—Fo Yu	9
Shrimps—Ha	28
Snapper—Lap Yu	32
Soles—Tai Sa Yu	40
Tench—Wan Yu	20
Turbot—Cho Hoi Yu	28
Turtles, small, fresh water—Kook Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yau	30
Apples, (California)—Kam San Ping	32
" (Chico)—Tia Chuan Ping	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sang Sheng	—
" Heung Chai	—
" (brides), Macao—San Heung Chai	—
Chestnuts, Chinese—Fong Lut	—
Carambola—Yeung Tau	—
Cocoanuts—Yah Tai	10
Grapes—Sin Tai	24
Lemons, China—Ning Moong	—
" Amer.—Kum San Ning Moong	—
Lichees, Small Stone—Lai Chai Chai	20
" Fresh, Lai Chai	10
Limes, (Saigon)—Sai Kung Ning	—
" Moong	—
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai per 100	—
Oranges, Tim Chang	45
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	—
Passion Fruit	—
Pears, (American)—Kam San Shut Li	—
" (Canton), Cooking—Sa Li	—
" (Shanghai)—Sheung Hoi Li	—
Peanuts, Fa Sang	10
Persimmons, Large—Hung Chai	—
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—Chung Yang	—
" Paw-law	—
" and cooking—Chung Yang	—
Platans—Tai Chai	—
Plums, Swatow—Hung Lai	—
Pomelo, Siam—Chim Lo Yau	—
Walnuts, Hop Ton	—
" Green—Sang Hop Ton	—
Shanghai Lo Kwai	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	
Cal ChanK	10
Beans, (French) Macao—Oh Moon Pin	
Tau	20
Beans, (French), Shanghai—Sheung Hoi	
Pia Tau	—
Beans, Sprout—Ah Koh	1
Beans, Long—Tau Koh	7
Best Root—Hung Choh Yuen	each
Brinjals, Green—Cheung Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brussels—Pak Choh	5
Bamboo Shoots—Chook Shun	10
Cabbage, Chinese, common—Kai Choy	4
Cabbage, Red—Kai Lan Tau	each
Cabbages, (Shanghai)—Yeh Choh	15
One Shoots, bunch—Kai Shun	—
Cauliflower, Large size—Tan Yeh Choh	
Fa	—
Cauliflower, Medium size—Cheung Yeh	
Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yung Kan Choh	5
Celery, White—Pak Yung Kan Choh	—
Chillies, Dried—Con Lat Chiu	5
Red—Hung Fa	5
Green—Cheng Lat Chiu	5
Curry Stuff, English—Ka Lee Choh Liu	
Cucumbers—Cheung Kwa	2
Datter Squash—Fu Kwa	15
Gardic—Seen Tau	8
Gloger, young—Sun Ts Keung	5
" old—Lo Keung	5
Horse Radish, Shanghai—Lik Kan	35
Indian Corn—Suk Mai	piece
Lettuces—Yung Sang Choh	each
Water Umbents—Ma Tai	7
" Mandarin—Kwei Lum Ma Tai	8
Musk Melon	—
Mushrooms, Fresh—Sang Cho Kho	40
Onions, Bombay—Yung Chung Tau	8
" Green—Sang Chung	4
" Shai—Sheung Hoi Chung Tau	5
" Japan—Yat Poon	—
Okroos—Mo Ker	8
Parsley, English—Yung On Sai	\$1.20
Green Peas—Chang Tau	—
Potatoes, Sweet—Fan Shu	3
" Shanghai—Sheung Hoi Shu	
" Japan—Yat Poon Shu Tsai	3
" American—Fa Ki	—
" Foochoo—Fuk Chan Shu Tsai	3
" Macao—Oh Moon	—
Pumpkin—Toong Kwa	3
Raddish—Hung Lo Pak Tsai	3
Rhubarb	—
Shalots—On Chung Tau	7
Spinage (Okinese)—Paw Choh	—
Splaach—Yin Choh	—
Tomatoes—Fan Ker	4
Turnips, Wa Tau	3
Water Cress, Fun-d (Long)—Low Pak	4
" English—Yung Low Pak	place
Vegetable Marrow—Oh! Kwa	6
Water Grass—Sai Yung Chai	5
Watercress—Lau Koo	—
Willy Root—Lin Ngan	3
Yams—Tat Shu	4
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Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE AND REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO. (LIMITED).

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 3, 1909.

HOLIDAYS IN JAPAN.

Certain correspondence and articles which have lately appeared in the vernacular press of Japan on the subject of official vacations should prove of interest in both commercial and official circles in Hongkong, if only to show that there is a feeling of irritation that the official class should be specially favoured when the man of business and his assistants have to toil and moil no matter what the weather. For example, yesterday was a bank holiday, but how many commercial firms were in a position to close up for the entire day and even if they had done so it is doubtful whether the assistants would have greatly appreciated the doubtful pleasure of remaining away from their usual places, unless, of course, they were burdened with funds sufficient to carry them to salubrious Macao or the New Territories. But it is not the question of bank holidays that is agitating the Japanese newspapers. It is the prolonged holiday season from July to September which is granted to officials. We learn from the *Nippon* that during the period in question all officials are entitled to vacations of one month in turn, and those of them who are in attendance at the offices are entitled to leave at noon. The *Nippon* fails to understand why in these busy days the officials alone are able to spare time for a month's holiday and a further month of half-holidays. The journal considers that the European maxim, "Work hard, and play hard" is quite reasonable, and if the officials worked very hard for the rest of the year it would not grudge them their playtime during the summer, but, as compared with business men, it considers that the officials enjoy comparative leisure all the year round. Moreover, throughout the twelve months, the officials are able to leave their offices at noon on Saturday. The consequence is, says the *Nippon*, that on Saturday afternoons and during the long vacation the public is constantly put to much inconvenience. We are not clear whether these lengthy vacations are enjoyed by all Japanese officials or only by a section of the heads of departments, but the point is immaterial, the important fact being that our contemporary objects even to the usual Saturday afternoon holiday,

which is common in most offices in Great Britain and America, the only sufferers who fail to obtain this advantage being shopkeepers, assistants and those employed at places of public resort. Although the officials are thus privileged they complain that their salaries compare unfavourably with the incomes of business men. From the *Nippon's* point of view, this complaint is unreasonable, since, apart from the question of ability, business men work far harder than the officials. If, however, the system of allowing a month's vacation per head was abolished, the number of officials could be reduced, and in that case, an increase of salaries would be both possible and proper. The journal concludes by declaring that it can see no reason why the official class should be especially favoured in the matter of vacations, and urges that if the long holiday can not be put an end to this year it should be abolished next year if possible. It is rather amusing to find that Japanese officials, to the indignation of the Japanese press, complain that their salaries are inadequate and not at all commensurate with the work done. Was there ever an official—or a civilian for that matter—the world over who was content with his salary, especially if he belonged to the upper grades? The petty official, of course, is powerless in the matter. Whatever he may think he has to keep his thoughts to himself or bear the brunt of contravening the regulations. Another paper, the *Nichi Nichi*, is even more outspoken in its remarks than the *Nippon*. Indeed from the tone of its comments we are inclined to think that there must be some ill-will of recent date between the press and the officials. We read that the *Nichi Nichi* in commenting on the proposed increase of official salaries, emphasizes the fact that officials work much less hard than business men. The journal proceeds to complain of the general attitude of the officials toward the public and declares that they are too frequently both discourteous and incompetent. They forget, in fact, that they are public servants. Consequently, the *Nichi Nichi* thinks that until a great improvement takes place in the ability and conduct of the official classes they are not entitled to any improvement of their position. In quoting these remarks by Japanese papers, we need hardly say, remarks the *Kobe Herald*, that we do not wish to associate ourselves with all that is said above, but the growing disposition on the part of the press and public to closely scrutinise the ways of officialdom, instead of treating officials as "little tin gods," is a noteworthy sign of the times. So far as our own officials in Hongkong are concerned there is no analogy with their confreres in Japan. There are a good many who could not take a holiday if they got the opportunity, and many a hard working public servant has to forego whatever privileges he may be entitled to simply for want of the necessary cash to defray expenses. But as a rule these are the men in the lower branches of the service whose ambition is to attain the position of \$150 clerks. Still it cannot be gainsaid that the average official enjoys more holidays than the civilian although, whether he appreciates them, is another matter. We are inclined to fancy that the outburst in the Japanese press against official holidays is really the outcome of the exceptionally hot weather which is being experienced there. Quoting from the *Kobe Herald* of the 20th ult.:—"From all over the Empire exceptional heat is being reported. At Kofu on Sunday the temperature reached 98.8 Fahr., while at Nagoya it was 92.2, and at Usunomiya yesterday the mercury went up to 100, which is a record for many years past. The coolest of the principal cities on Sunday was Tokio, where 91 degrees were recorded. At Tokachi, in the Tokkaido, the temperature was as low as 80.7 Fahr., and Choshi and Urawa rejoiced in the comparative coolness of 81 degrees." Even if the humidity of the atmosphere in Hongkong is notably high, it is improbable that the heat lately experienced here has been as trying as that which has induced the Japanese press to grumble at the special pleasures of official life.

FOREIGN TRADE IN CHINA.

As usual, the annual report on the foreign trade of China issued by the Imperial Maritime Customs, is couched in guarded language, the main feature being the enormous mass of figures included in the general statement. It must always strike the general reader who attempts to follow with what success he can the statistical accounts published by the Customs Department of the Imperial Chinese Government that here is evidence indeed of laborious days spent in collecting the facts of China's commerce. There is no scamped work in this report, which is an outward and visible testimony to the ability of the staff which still calls Sir Robert Hart chief. It would be as impossible as it would probably prove uninteresting to a large number of readers to give the report for 1908 in full, but we may make excerpts of those items which will appeal more or less specially to Hongkong. The first sentence to the effect that the hoped-for revival of foreign trade has not been realised is not encouraging. Depression reigned almost universally from the beginning of the year to its close. The

continuous fall in the value of silver was discouraging to the import trade in general, and, in the already languid state of the market, it played an important part in the history of an unprofitable year. But the foreign trade has always had to reckon with the uncertainties of exchange, which when unfavourable, to one branch of the trade is favourable to another, as shown by the record value of exports in 1908, and other causes must be sought to explain the absence of demand for foreign goods in the face of a flourishing export trade, since it cannot yet be adequately accounted for the development of home industries, considerable as that development has been. Among these, causes the high price of rice was still prominent, in spite of the good harvests of the preceding year and the continued importations from Indo-China. A great improvement, however, has been seen in this respect since the middle of 1908. As we have frequently pointed out, one of the causes of depression was the excessive outturn of copper coins from the Mints. The value of these coins fell steadily, and at the close of the year one dollar exchanged for 335 copper cents (10-cash pieces) on the Middle Yangtze, for 126 on the Lower Yangtze, and for 128 at Chefoo, while the rates reported from southern maritime provinces vary from 110 to 117. This, as closely touching the great mass of the people, appears to be one of the most serious evils of the currency problem which, from all points of view, calls urgently for solution. But while according full value to these and other reasons of commercial depression, it will probably be right to recognise in the reduced surplus of imports over exports a natural and healthy effort to readjust expenditure to income. But while the import trade was poor and largely in excess of market requirements the contrary was the case with regard to exports, while it is stated that the progress being made in the creation of manufacturing industries is one of the best auguries for the future. We need not go into details as to trade at Shanghai and Hankow, but these sentences will be read with interest and attention. "There is no doubt that in the next few years China will make strides towards the position as an industrial nation, for which she is destined by virtue of her natural resources and the character of her people, and to this end education as well as official encouragement should be directed. Too much is heard of adulteration, of watered cotton, slaty coal, and dirty wheat; and the splendid tea and silk trades are being endangered by the retention of primitive methods of production in the face of a formidable foreign competition." Reference is made to the opinion question and it is decidedly interesting to find that the writer is fully convinced of the vigour and reality of this reform and of the earnestness with which the people are backing up the anti-opium movement generally. On the subject of railways it is remarked that this subject has been to the front among public questions, but the actual progress made in construction has not been remarkable. So well it is now recognised that railways are necessary to the national growth that the desire to possess them outruns for the present the means of acquiring them, at least on such terms as are acceptable to patriotic and, perhaps, over cautious Chinese. Foreign capital and professional supervision being, however, indispensable to effective railway development in China, it ought not to be difficult to secure this help on safe conditions. The report continues: "On the Canton-Hankow line traffic was opened at the end of 1908 to a point 45 miles distant from Canton, constituting an advance of 28 miles during the year. Surveys have proceeded on other sections, both in Kwantung and Hunan." Kwantung, the report proceeds, suffered severely from floods in the North River in June, which are stated to have destroyed crops on the river banks in six districts, and from typhoons in the autumn; but its trade, with that of Kwangsi, was, nevertheless, well maintained as will be seen from the following figures furnished by 11 ports in these provinces:—

	1906.	1907.	1908.
Net foreign imports...	8,515,076	10,210,076	10,813,208
Net native imports...	49,585,181	41,204,600	50,675,248
Exports...	8,753,108	10,059,386	9,611,205
Total...	22,353,465	24,555,562	25,661,955

In the net trade of all ports there was a fall in foreign imports from Hk. Ts. 422,838,431 in 1907 to Hk. Ts. 396,261,991 in 1908. Net native imports at all ports increased from Hk. Ts. 137,552,039 to Hk. Ts. 178,544,248. The entire exports, including in their sum the total of native imports, rose from Hk. Ts. 39,059,384 to Hk. Ts. 438,735,094. The outstanding feature of the year's trade being the decline in foreign imports, it will be of interest to look more closely at the statistics bearing on the distribution of foreign goods, and in doing so it must be noted that the figures of net foreign imports given in the preceding paragraphs represent the total net quantities imported at the various ports from all sources, and either retained at the ports or sent inland on payment of transit dues or like. In two sections of the Empire only—in Manchuria and in the Two Kwang—was there an increase in the

foreign goods retained. The increase in Manchuria, as compared with the figures for 1907, was as much as 40 per cent., 21 per cent. being added by the new stations on the frontier and 19 per cent. by the sea ports. In Kwangtung and Kwangsi a total increase of 1.50 per cent. was contributed to by most of the ports in these provinces. Swatow, however, stood aloof, and taken by itself shows a decrease of 20 per cent. In all other ports of the Empire the decline in foreign imports was general, but as the writer has already pointed out the fact that exports have increased and new industries are being established are circumstances which afford the greatest promise for the future of the Empire. Truly it would seem that China is striving with might and main to take a leading share in the trade of the world.

LOCAL AND GENERAL.

THE Bell's Asbestos Eastern Agency, Limited, has declared a dividend of 15 per cent. for last year, free of income tax.

IN view of a Treaty having been concluded between China and Sweden, the Waiwupu has asked for Imperial permission to establish Chinese Consulates in Swedish ports.

AN explosion occurred on the Japanese battleship *Amatsi* in the Bay on 25th ult. Two petty officers and two blue-jackets were killed; and two officers and three men were wounded.

A LARGE number of Cantonese residents in the South Pacific Islands have jointly addressed a telegram to the Waiwupu praying it to take strong action concerning the *Fatshan* incident.

THE local agent of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 17th July amounted to 28,266.01 tons and the sales during the period to 18,013.60 tons.

A CARP, measuring twenty-four and a half inches long, one foot nine in girth, and seven inches broad, weighing over twenty pounds, was netted at the Taikee waterworks yesterday. A number of larger fish were transferred to other reservoirs.

LIEUTENANT-COLONEL Sir J. Fyfe, Bart., M.D., F.R.C.S., B.Sc., Royal Army Medical Corps, Medical Officer, The Duke of York's Royal Military School, Chelsea, has been selected to succeed Lieut.-Colonel J. M. Reid, M.D., R.A.M.C. in charge of the Military Hospital, Hongkong.

MRS. D. Solomon, residing at 33, Hollywood Road, was summoned to the Police Court, to-day, to answer a charge of having received the sum of \$31.50 and giving in return an unstamped receipt. The money, it is stated, was received in respect of house-rent. The charge was proved, and the magistrate (Mr. J. R. Wood) imposed a fine of \$10.

THE Japanese Government has published a list of articles, the exportation of which to Korea is prohibited. The articles coming under the ban are as follows:—Opium (except for medical purposes), imitation coins, and arms (except those exempted by the Korean Government for purposes of hunting and self-defence) nickel coin, bullion and moulds for making coin.

THE Admiralty announce the following appointments:—Sub-Lieutenants F. P. O. Bridgman, to the *Bedford*, and J. N. Pelly, to the *Kent*, to date 27th ult. Engr. Lieut. E. J. Allen, to the *Tawar*, additional, for charge of stores and duty with T.B.'s and to assist the engineer commander, to date 1st ult. The appointment of Engr. Lieut. E. J. Allen to the *King Alfred*, for study of Japanese, is cancelled.

SENTENCE of fourteen days' hard labour was passed upon a coolie, Kam Pang, of 12, Tse-Hong Lane, in the Police Court, to-day, for attempting to steal a pair of Chinese shoes, valued at \$1.10, from a shop at 61, Des Voeux Road Central. Defendant went to the shop yesterday under the pretext of making a purchase. When the shopkeeper's back was turned he attempted to leave the premises with the shoes—but was caught.

THE Minchéngpu or Ministry of the Interior, says a native report, has issued circular instructions to all the provinces, ordering the authorities to distribute anti-opium cures free among the people, to print and circulate anti-opium literature and to exercise strict supervision over shops dispensing anti-opium medicines. With regard to the last measure much may be done by the Municipal Council to put a stop to many injurious quick-remedies sold in the settlements in the guise of anti-opium pills.

THE new handsome building of Messrs. Lane, Crawford and Co., Ltd., in Tokyo is making such rapid progress that they expect to be fully installed in the same by October. The building is situated within half a block of the Nippon Ginko in the centre of the district which is destined to become the heart of Tokyo's business district, and will prove one of the most attractive stores of the capital, with plenty of large show windows of attractive display—quite at variance in this respect to their Yokohama building.

UNDER date Shanghai, 29th ult., Messrs. Wheelock & Co. write:—We have another brisk fortnight to report on our homeward freight market and there is sufficient cargo offering on all the various berths to satisfy all tonnage requirements. Conversely:—We regret to say that the same poor state of affairs exists in this market as when last writing and there is absolutely no demand of any consequence in any direction—there is no coasting cargo moving locally and no coal-freights offering from Japan and we have not seen the market so "lively" for a long time.

Bathing Fatality.

EUROPEAN WARDEN DROWNED.

IN OIN DRINKERS' BAY.

The sea has removed from our midst another member of the community—the victim being Mr. Percy Cocke, a young officer of the staff of the Victoria Gao. The tragedy took place yesterday, and the circumstances are sad to relate.

A party of thirteen men, including the deceased, chartered a pleasure junk to proceed on a bathing excursion. They left Hongkong shortly after the fifth hour and sails were immediately set for the north. Eventually the happy company reached Gin Drinkers' Bay on the way from Stonecutters' Island to Chin Wan, Lai-chi-kok. There they anchored just about four p.m., and no time was lost by the bathing enthusiasts to enter the water.

Percy Cocke, it would seem, after having put on his bathing costume, went to the stern of the boat, and dived into the water. Immediately he reached the surface again he was seen to be in difficulties. Both his hands were raised above his head and he was struggling violently to keep himself afloat. Two of his comrades went to his rescue, but they were unable to render any assistance, owing, as already mentioned, to the struggles of the drowning man.

In order to save their own lives they were forced to release their grip on the man, who sank and has not since been seen. Several other gentlemen of the party made heroic efforts to reach the man as he was sinking for the last time, but they, too, were unsuccessful. As a matter of fact one of the party was very nearly drowned himself and had to be picked up from the water.

A search is being made to recover the body of the deceased, but so far it has been unsuccessful.

Percy Cocke was thirty-four years of age, and unmarried. He joined the staff of the warden about a year ago, having obtained his discharge from the Middlesex Regiment. He was well liked by his brother officers, and his sad end will be greatly mourned by them. Deceased, who was an Englishman, leaves his parents at home to mourn his loss, and the sympathy of all will go to them.

CANTON DAY BY DAY.

THE NEW VICEROY.

[From Our Own Correspondent.]

Canton, 2nd August.
A telegram has been received by the Canton officials that the Canton Viceroy-designate, H.E. Yuan Shun-fun, was expected to arrive at Shanghai about the 1st instant, where he will stay about two weeks or so, and have a conference with H.E. Chang Jen-chun; after which H.E. Yuan will resume his journey about the 20th instant from Shanghai to proceed south by a German Mail for Canton to take up his new appointment as Viceroy of the Liang Kwang provinces.

CHARITABLE BAZAAR.

For the purpose of raising funds for the maintenance of the Sau Shui Female College, a bazaar was organised in Po Wah Fong street in the Western suburb for two days on the 31st ultimo and the 1st instant, where a variety of articles all skillfully worked by the students of that college, was offered for sale. The bazaar was visited by a large number of people each day and the proceeds realised during the two days was over a thousand dollars.

HOUSE COLLAPSE.

On the 31st ultimo two buildings adjacent to one another in Lo Fai Hong street in the Western suburb suddenly collapsed at 12.30 p.m. without warning. In the accident five persons were buried under the debris. Happily, prompt assistance was at hand and the unfortunate victims were extricated none too soon; they were suffering from serious injuries. They were sent to the Fong Piu Hospital for treatment and it is hoped they will be brought round.

OFFICIALS' RETURN.

The Kwangchow Brigadier General, Li Tung Yuet, and several others, who accompanied H.E. Chang Jen-chun to Hongkong, returned to Canton yesterday.

TRADE-MARK PROSECUTION.

INTERESTING CASE OF TOBACCO MARKS.

This afternoon, in the Police Court, before Mr. J. R. Wood, the Kwong Man Cheung firm, of 36, Bonham Strand West, summoned the Yeung Ming Kok Company, printers, of 4, Upper Lascar Row, for forging their trade-mark, and for being in possession of certain lithographic blocks for the said mark.

Mr. F. Paget Heit, of Messrs. Bratton and Heit, appeared for the prosecution. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrill, defended.

Mr. Heit stated that his clients were the owners of this and other trade-marks for their tobacco and tea. The trade-mark in question, which was called the "jumping horse mark," because a horse in the act of jumping is the main feature, was well-known as the label used for the complainant firm's tobacco. It was not only known in the Colony, but also in China. The trade-mark was registered in June last—not so long ago. Some weeks ago one of the *foles* in the complainant firm was surprised, on passing the defendant firm, to see several printing presses working on this particular mark. The trade-marks seized by the police were in every detail the same as those used by the complainants—even to the name. The matter was an important one, inasmuch as it was believed that the forgery had been going on for some time. It was not known for whom the defendant firm were printing the trade-marks. Mr. Heit continued to say that he did not want the representative of the defendant company fined, but he wanted to know who gave the order to print the labels—that was the person wanted. If he was not to be found, no information could be supplied by the other side whereby they could reach the proper party, then he would ask that the defendants be heavily fined.

Evidence was then heard, and the case further adjourned.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO'S DELIMITATION.

TELEGRAM FROM THE WAIWUPU.

[By courtesy of the "Sheung Po."]

Peking, 2nd August.

The Waiwupu has telegraphed to H.E. Kao Erh Ch'ien, the Special Commissioner, that the Conference with the Portuguese Commissioner, on the question of the delimitation of the boundaries of Macao should not be held in Hongkong and that it would be more appropriate to hold its sittings at Macao.

The Foreign Ministry further directs that, after the boundary question has been settled in Macao, Commissioner Kao might proceed to Hongkong and there discuss the commercial question.

[Whatever the latter quest on may relate to the foregoing telegram is not sufficiently explicit.—Ed. H.K.T.]

CANTON-MACAO RAILWAY.

OFFICIAL CONTROL UNDESIRABLE.

[By courtesy of the "Sheung Po."]

Peking, 2nd August.

The concessionaries of the Canton-Macao Railway have telegraphed to the Ministry of Posts and Communications representing that they would not recognise the appointment of any official superintendent-general of the railway.

TANG SHAO-YI.

THE REGENT'S OBSERVATION.

[By courtesy of the "Sheung Po."]

Peking, 2nd August.

The Prince Regent has informed the Grand Council that, although Tang-Shao-yi was instructed to inquire into the question of finance (in his recent tour abroad), no memorandum on the subject has yet been submitted by him.

WANG TA-HSIEH.

MINISTER TO SWEDEN.

[By courtesy of the "Sheung Po."]

Peking, 2nd August.

It is proposed by the Grand Council to appoint Wang Ta-Hsieh Minister to Sweden in order to allay the feelings of the Kiaogsu and Chekiang people.

MARKET EXTENSION.

A QUESTION OF LIMITS.

The following correspondence was laid on the table at the meeting of the Sanitary Board this afternoon relative to the proposed limits of the New Western Market and the proposed extension of the north-western boundary of the Sai Wan Ho Market:—

Dear Bowley, The S. W. market limit at Sai Wan Ho Market, should, I think, be extended to Taikee Dockyard gates on the Shan-ki-wan Road. Mr. Brewin has not agreed to this as yet. I attach S.B.O. 7880 of 1909.

I will get the Assessor to check the names of Kowloon Markets to-morrow.

Will you let me have this paper back? E. D. C. WOLFE.

P.S.—See market limits proposed for New Western Market. These and Sai Wan Ho extension will have to go before the Board.

E. D. C. WOLFE.

Dear Wolfe, Herewith. Please return as soon as possible. F. B. L. BOWLEY.

Assessor.—Will you please check the names of the streets in Kowloon in the attached list of Market limits? E. D. C. WOLFE.

Head of the Sanitary Department, New names in red in attached list. A. CHAPMAN.

Secretary.—Please circulate proposed market limits for New Western Market and also proposed extension of the north-western boundary of the Sai Wan Ho Market to Taikee Dock E. gate. E. D. C. WOLFE.

It is urgent. Could it be added for next meeting?

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA"	"ALLAN LINE"
SATURDAY, SEPT. 4TH.	FRIDAY, OCT. 1ST.
"MONTEAGLE"	
SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA"	"EMPRESS OF IRELAND"
SATURDAY, SEPT. 25TH.	FRIDAY, OCT. 22ND.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer, as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Oce Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 643.

Via New York 645.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—

D. W. UNADU, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SAIGON	AMARA	WEDNESDAY, 4th Aug., Daylight.
SHANGHAI	FOOKSANG	WEDNESDAY, 4th Aug., 4 P.M.
SHANGHAI	CHOISANG	THURSDAY, 5th Aug., 4 P.M.
TIENSIN via SWATOW, WEI	CHIPSING	THURSDAY, 5th Aug., 4 P.M.
HAIRWEI & CHEFOO	YATSUNG	FRIDAY, 6th Aug., Noon.
SHANGHAI	LUONGSANG	FRIDAY, 6th Aug., 4 P.M.
OHINWANTAO via WEIHAIRWEI	BOISANG	SATURDAY, 7th Aug., Noon.
CHEFOO	KUMSANG	SATURDAY, 7th Aug., 4 P.M.
SYGAPOR, PENANG & CALUTTA	YUESANG	FRIDAY, 13th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	TUESDAY, 24th Aug., Noon.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers *Kumang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uluksan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,**

Telephone No. 61, Hongkong, 2nd August, 1909.

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA	"TEAN"	4th Aug., 3 P.M.
SHANGHAI	"CHINHUA"	5th " 4 P.M.
SHANGHAI	"CHENHAI"	8th " Daylight.
MANILA	"TAMING"	10th " 3 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"NANGHANG"	10th " 4 P.M.
WEIHAIRWEI & TIENSIN	"KUKIOHOU"	11th " "
SHANGHAI	"ANHUI"	12th " "
SHANGHAI	"LINAN"	15th " Daylight.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	19th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDOL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinhua*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers load passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$46 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**

Telephone No. 30, Hongkong, 3rd August, 1909.

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Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU 5,000 tons gross Sail 30th Aug., 1909, at Noon;
S.S. HONGKONG MARU 5,000 " " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th July, 1909.

OSAKA SHOEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELONG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	"SEATTLE MARU"	6,178	SATURDAY, 28th Aug.

The Co.'s newly built steamers have fair-sized. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
ANPING and TAKAO via SWATOW and AMOY	"SOSHU MARU"	FRIDAY, 6th Aug., at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIJIN MARU"	SUNDAY, 8th Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU"	TUESDAY, 12th Aug., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 3rd August, 1909.

T. ARIMA, Manager.

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Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADMIRALTY, MEDITERRANEAN PORTS, YACHTS AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 7th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Manila*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed from Bombay by the R.M.S. *Ocean*, due in London on 19th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 26th July, 1909.

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COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	
London—Bank T.T.	18 13/16
Do. demand	18 1/2
Do. 4 months sight	18 1/2
France—Bank T.T.	23 1/2
America—Bank T.T.	42 1/2
Germany—Bank T.T.	17 1/2
India T.T.	130 1/2
Do. demand	131
Shanghai—Bank T.T.	142 1/2
Singapore—Bank T.T. per H.K. \$100 ..	74 1/2
Java—Bank T.T.	164 1/2
Buying.	
4 months sight L/C	19 1/2
6 months sight L/C	19 1/2
30 days sight S. Francisco & New York ..	43 1/2
4 months sight do.	44 1/2
30 days sight Sydney & Melbourne	10 1/2
4 months sight France	22 1/2
6 months sight do.	22 1/2
4 months sight Germany	18 1/2
Bar Silver	23 7/16
Bank of England rate	24 1/2
Sovereign	11 1/2

SHIPPING AND MAILS.

MAILS DUE.	
English (Caledonia) 4th inst. 7 a.m.	
Canadian (Empress of Japan) 5th inst.	
Indian (Arratoon) 6th inst.	
American (Asia) 6th inst.	
German (Hawaii) 11th inst.	
German (Prinz Waldemar) 20th inst.	

The Imperial German Mail s.s. *Kleist*, which left here on 19th ult., at 6 a.m., arrived at Singapore yesterday at 11 a.m.

The C. P. R. Co's s.s. *Empress of Japan* arrived at Shanghai at 11 p.m. on 1st inst., and left again at 8 p.m. Monday for Hongkong, where she is due to arrive at 8 a.m. on 5th inst.

The S. K. S. *Empress of China*, which left Hongkong on the 28th ult., and Yokohama on the 31st ult., thus making a transit of 28 days from Hongkong and 18 days from Yokohama.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 3rd at 12.30 p.—The barometer has risen considerably in W. Japan, and a slight rise has taken place on the coast of S. China.

A new depression may be developing over the Pacific to the Eastward of the Loochoos, where pressure remains low.

Pressure is low also over N. China. It is highest to the East of Japan in the North, and over the S. part of the China Sea in the South.

Hongkong Rainfall for the 24 hours ending at 10 a.m. (y-day), 0.71 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, S.W. winds, moderate; thunder showers.
- 2.—Formosa Channel, S. winds, moderate.
- 3.—South coast of China between Hongkong and Loochoos, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.	
Nikko Maru, Jap. s.s., 3,439, M. Yagi, 2nd Aug.—Melbourne 27th July, and Manila 31st, Gen.—N. Y. K.	
Foochow, Br. s.s., 1,228, Vincent, 2nd Aug.—Cebu and Iloilo 29th July, Gen.—B. & S.	
Yawata Maru, Jap. s.s., 3,216, T. Sekine, 3rd Aug.—Yokohama 24th July, Cuttle Fish and Potatoes.—Y. K.	
Sanuki Maru, Jap. s.s., 3,789, K. Homma, 3rd Aug.—Yokohama 19th July, Gen.—N. Y. K.	
Michael Jensen, Ger. s.s., 951, J. Petersen, 3rd Aug.—Hohow and Aug. Coals and Gen.—J. & C.	
Chip Shing, Br. s.s., 1,199, F. Mooney, 3rd Aug.—Canton 2nd Aug., Gen.—J. M. & Co.	
Choyang, Br. s.s., 1,174, McGuffey, 3rd Aug.—Canton 2nd Aug., Gen.—J. M. & Co.	
Haimun, Br. s.s., 616, J. W. Evans, 3rd Aug.—Swatow 2nd Aug., Gen.—D. L. & Co.	
Kalgan, Br. s.s., 1,143, R. Lewis, 3rd Aug.—Newchwang and Chifoo 27th July, Beans and Gen.—B. & S.	
Loongang, Br. s.s., 1,693, M. Picknell, 3rd Aug.—Manila 31st July, Hemp and Gen.—J. M. & Co.	
Takosan Maru, Jap. s.s., 2,933, Fukui, 3rd Aug.—Mahe 28th July, Coal.—M. B. K.	
Bushu Maru, Jap. s.s., 1,268, Matsumoto, 3rd Aug.—Moji 29th July, Coal.—M. B. K.	
Sorsong, Am. s.s., 812, J. Mogate, 3rd Aug.—Iloilo 29th July, Sugar.—Jorge & Co.	

Clearances at the Harbour Office.

Amara, for Saigon.

Caledonia, for Saigon.

Hupah, for Swatow.

Chinkiang, for Canton.

Hatching, for Swatow.

Isabel Dietrichsen, for Hoihow.

Hamoy, for Amoy.

Sigaya, for Singapore.

Nikko Maru, for Nagasaki.

Kwangs, for Shanghai.

Kalgan, for Canton.

Kaifong, for Cebu.

Sanuki Maru, for Singapore.

Hoi Fook, for Kwong-chow-wan.

Departures.	
Aug. 3.	
<i>Caledonia</i> , for Europe.	
<i>Tonkin</i> , for Shanghai.	
<i>Fuki Maru</i> , for Saigon.	
<i>Isabel Dietrichsen</i> , for Hoihow.	
<i>Hatching</i> , for Coast Ports.	
<i>Kwangs</i> , for Shanghai.	
<i>Hupah</i> , for Newchwang.	
<i>Kaifong</i> , for Canton.	
<i>Kwangs</i> , for Canton.	

Passengers arrived.

Per *Haimun*, from Swatow—Messrs. P. Bester, E. W. Carpenter, L. Rees, O. F. Rosario, C. M. S. Alves, W. Fringio, R. W. Warburton, A. Thompson, J. A. Mott, S. Chack Slog, and 41 Chinese.

Per *Sanuki Maru*, from Japan for Hongkong—Messrs. H. M. Farry, J. J. Dickinson, E. G. S. L. Col. I. M. Keld, Messrs. H. B. Klegano, D. McKell, and Miss F. Mc...

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.	
Vorwarts	at Kowloon Dock.
H.M.S. Jans	" "
Manila	" "

TAIKOO DOCKS.

Hangchow	at Quarry Bay Docks.
Kashing	" "

Ships Passed The Canal.

18th June—Syria. 22nd June—Benchueh.	
<i>Oceanic</i> , from Hongkong, to Amoy.	
<i>Kinkai</i> , from Amoy, to Hongkong.	
<i>Amoy</i> , from Hongkong, to Amoy.	
<i>Amoy</i> , from Amoy, to Hongkong.	
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<i>Amoy</i> , from Amoy, to Hongkong.	
<i>Amoy</i> , from Hongkong, to Amoy.	
<i>Amoy</i> , from Amoy, to Hongkong.	

Passengers arrived.

Per *Amoy*, from Amoy—Messrs. P. Bester, E. W. Carpenter, L. Rees, O. F. Rosario, C. M. S. Alves, W. Fringio, R. W. Warburton, A. Thompson, J. A. Mott, S. Chack Slog, and 41 Chinese.

Per *Sanuki Maru*, from Japan for Hongkong—Messrs. H. M. Farry, J. J. Dickinson, E. G. S. L. Col. I. M. Keld, Messrs. H. B. Klegano, D. McKell, and Miss F. Mc...

HONGKONG TIDE TABLE.

From August 3rd to 9th, 1900.

HIGH WATER.	
Time.	Height.
Tues. 4 m. 11 1/2	4.5
Wed. 4 m. 11 1/2	4.5
Thurs. 4 m. 11 1/2	4.5
Fri. 4 m. 11 1/2	4.5
Sat. 4 m. 11 1/2	4.5
Sun. 4 m. 11 1/2	4.5
Mon. 4 m. 11 1/2	4.5

CHINA COAST METEOROLOGICAL REGISTER.

August 2nd, 1900, a.m.

Br. T. H. N. Wind W.	
Time.	Direction.
Vladivostok 7 a.m.	20.60 71 96 N 1 C
Nemuro 6 a.m.	20.60 71 96 N 1 C
Okhotsk 6 a.m.	20.60 71 96 N 1 C
Koriyama 6 a.m.	20.60 71 96 N 1 C
Kobe 6 a.m.	20.60 71 96 N 1 C
Kyushu 6 a.m.	20.60 71 96 N 1 C
Amoy 6 a.m.	20.60 71 96 N 1 C
Swatow 6 a.m.	20.60 71 96 N 1 C
Taihou 6 a.m.	20.60 71 96 N 1 C
Taipei 6 a.m.	20.60 71 96 N 1 C
Tientsin 6 a.m.	20.60 71 96 N 1 C
Peking 6 a.m.	20.60 71 96 N 1 C
Shanghai 6 a.m.	20.60 71 96 N 1 C
Amoy 6 a.m.	20.60 71 96 N 1 C
Swatow 6 a.m.	20.60 71 96 N 1 C
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August 3rd, 1900, a.m.

Br. T. H. N. Wind W.	
Time.	Direction.
Vladivostok 7 a.m.	20.60 71 96 N 1 C
Nemuro 6 a.m.	20.60 71 96 N 1 C
Okhotsk 6 a.m.	20.60 71 96 N 1 C
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Peking 6 a.m.	20.60 71 96 N 1 C
Shanghai 6 a.m.	20.60 71 96 N 1 C

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for—

Singapore, Penang and Colombo—Per *Sanuki Maru*, 4th Aug., 11 a.m.

Macao—Per *Haimun*, 4th Aug., 1 p.m.

Manila—Per *Tian*, 4th Aug., 2 p.m.

Shanghai—Per *Choyang*, 4th Aug., 3 p.m.

Shanghai—Per *Siberian* Mail to Europe—Per *Caledonia*, 4th Aug., 5 p.m.

Batavia, Cheribon, Samarang Sourabaya and Macassar—Per *Quarta*, 5th Aug., NOON.

Macao—Per *Sui Tai*, 5th Aug., 1.15 p.m.

Shanghai—Per *Chinua*, 5th Aug., 3 p.m.

Shanghai—Per *Chifoo*—Per *Chifoo*, 5th Aug., 3 p.m.

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Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Changsha*, 19th Aug., 3 p.m.

Shanghai, Yokohama, Kobe and Moji—Per *Changsha*, 24th Aug., 11 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.), Siberian Mail to Europe—Per *Empress of China*, 4th Sept., 5 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.), Siberian Mail to Europe—Per *Empress of China*, 4th Sept., 5 p.m.

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Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.), Siberian Mail to Europe—Per *Empress of China*, 4th Sept., 5 p.m.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID U.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$150,000	\$2,006,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024	41 % \$1.015 buyers London £93.5
National Bank of China, Limited	10,000	£7	£6	\$1,000,000 \$1,000,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	74 % \$57 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$232,757 \$411,000 \$185,000	none	\$14 for 1907	54 % Tls. 120 sales
North China Insurance Company, Limited	10,000	£15	£4	Tls. 150,000 Tls. 305,747 Tls. 116,277 \$3,000,000	Tls. 160,512	Interim of 7/6 for 1908	54 % \$835 sales
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$105,348 \$105,348 \$681,409	\$8,464,921	Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	54 % \$235
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,475 \$199,641 \$1,000,000	\$7,767	\$12 and bonus \$3 for 1907	74 % \$116 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$138,668 \$138,668	\$375,341	\$6 and bonus \$1 for 1907	74 % \$345 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$138,668 \$138,668	\$368,711	\$27 for 1907	8 % \$10 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,000 \$264,638 \$264,638	\$1,015	\$1 for 1906	7 % \$30
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$250,000 \$250,000	Nil.	24 for year ending 30.6.1908	74 % \$33 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$25	\$15	\$2,000,000 \$264,638 \$264,638	\$20,279	Final of 14 making \$24 for 1908	74 % \$62 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$264,638 \$264,638	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	70/6 buyers
Do. do. (Deferred)	60,000	£5	£5	\$1,000,000 \$264,638 \$264,638	£13,755	Final of 2/- for 1908 and interim of 1/- for s/c 1909	4 % \$26 an. and b.
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,121	\$1.00 for year ending 10.4. 1909	31 % \$154 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$3,121	\$1.00 for year ending 10.4. 1909	31 % \$154 sales
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	34 % \$1424
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$13,523	\$3 for 1897	\$17 buyers
Perak Sugar Co. (Malaya) Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 4,473	Tls. 34 for year ending 31.8.08	Tls. 275 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£175,000 £175,000 £175,000	£11,550	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 18.20 s.
Rioh Australian Gold Mining Company, Limited	50,000	£1	£1	£175,000 £175,000 £175,000	Dr. £2,101	No. 12 of 1/- = 48 cents	\$81 sellers
DOCKS, WHARVES & GODOWNS.							
Farwick (Gao.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$3,000,000 \$3,000,000	\$30,102	Final of \$14 making \$34 for 1907	\$58 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$187,78	Final of \$4 making \$8 for 1908	121 % \$62
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6.16	Final of Tls. 24 for year ending 30.4.09	61 % Tls. 84 sellers
Shanghai and Hongkew Wharf Company, Limited	38,000	Tls. 100	Tls. 100	Tls. 697,357 Tls. 697,357 Tls. 697,357	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	64 % Tls. 148 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	54 % Tls. 104 b.
Central Stores, Limited	50,000	\$15	\$15	\$750,000 \$750,000 \$750,000	\$24,611	\$1.20 on old and 60 cents on first new issue	\$18
Hongkong Hotel Company, Limited	8,000	\$100	\$100	\$800,000 \$800,000 \$800,000	\$10	Final of \$3 making \$6 for 1908	\$73 ex. n. d. b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$16,475	Final of \$34 making \$7 for 1908	\$43 b. new
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,486	60 cents for 1908	\$100 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$278	\$14 for 1908	5 % \$91 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 1,523,045 Tls. 1,523,045	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	64 % Tls. 122 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	\$1,968	Final of \$2 making \$4 for 1908	81 % \$461
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10. 1908	44 % Tls. 1344 sellers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$9,553	50 cents for year ending 31.7.08	6 % \$8 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 157,500 Tls. 157,500 Tls. 157,500	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 90
Loob-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,829	Tls. 4 for 1908	Tls. 112
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000	Tls. 15,911	Tls. 50 for 1906	Tls. 405 buyers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500 \$1,500	£41	1/104 per share for 1907 = 1.037	10 % \$104
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	\$4,000	\$1.20 for 1908	8 % \$132
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$61,138	50 cents for year ended 28.2.06	\$6.70 sellers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$1,850,000 \$1,850,000 \$1,850,000	\$3,407	20 cents for 1908	84 % \$6.60
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000	\$48	\$1.30 for year ending 31.7.08	74 % \$14 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$3,75	Final of 50 cents making 90 cents for 1908	10 % \$8.70 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$3,70	10 cents for year ending 31.12.08	8 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$195 sellers
Hongkong Ice Company, Limited	5,000	\$15	\$15	\$75,000 \$75,000 \$75,000	\$7,616	Final of \$15 per share making \$19 for 1908	104 % \$14
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$8,790	Interim of \$1 for account 1909	84 % Tls. 1,000 s.
Massachusetts (or Mijia) Bosch-on Landbouw plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 547,500 Tls. 547,500	Tls. 116,682	2nd Quarterly div. of Tls. 124 for account 1909	4 % \$144
Peak Tramways Company, Limited	35,000	\$10	\$10	\$350,000 \$350,000 \$350,000	\$1,204	80 cents on fully paid shares and 8 cents on 100 Founders shares for yr. end. 31.5.07	6 % \$14
Peak Tramways Company (new)	35,000	\$10	\$10	\$350,000 \$350,000 \$350,000	\$1,204	\$1 paid shares for year ending 30.4.09	3 % \$8
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000	Pa. 18,640	None	Tls. 1584 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 24,820 Tls. 24,820	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	44 % \$23 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000	Dr. \$56,602	None	8 % \$54 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$100,000 \$100,000	\$376	40 cents for year ending 31.5.08	5 % \$11 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$1,360	60 cents for year ending 31.12.08	64 % \$13 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,360	80 cents on 9,900 ord. shares and \$19.50 on 100 Founders shares for yr. end. 31.5.07	64 % \$8.70
Watson, (A. S.) & Co., Limited	22,000	\$10	\$10	\$220,000 \$220,000 \$220,000	\$2,613	Final of 30 cents for 1908	64 % \$4 sellers
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$105,000 \$105,000	\$3,95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	46,500	£1	£1	£46,500 £46,500 £46,500	none	30 % = 6/- per share for year 1908	£7 £6.17 6
Do. (partly paid)	103,500	£1	£1	£103,500 £103,500 £103,500	none	25 % for year ending 31.3.09	£14 £1.10/-
Balgownie Rubber Estate, Limited	6,000	£1	£1	£6,000 £6,000 £6,000	none	None	£7.6 £1.7 6
Castfield Rubber Estate, Limited (fully paid)	24,000	£1	£1	£24,000 £24,000 £24,000	none	None	£2.12/-
Do. (contributory)	24,000	£1	£1	£24,000 £24,000 £24,000	none	None	£2.12/-
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	£1	£1	£181,454 £181,454 £181,454	£8,784	None	£2.12/-
Do. (contributory)	123,546	£1	£1	£123,546 £123,546 £123,546	none	None	£2.12/-
Kuala Lumpur Rubber Co., Limited	83,000	£1	£1	£83,000 £83,000 £83,000	£1,820	3 % for year ending 30.6.8	£2.12/-
Langgi Plantations, Limited (ordinary)	900,000	£1	£1	£900,000 £900,000 £900,000	none	60 % for year 1908	£2.12 nominal
Do. (7% pref.)	10,000	£1	£1	£10,000 £10,000 £10,000	none	7 % for year 1908	£2.12 nominal
Regalla Rubber Company, Limited (ordinary)	22,500	£1	£1	£22,500 £22,500 £22,500	none	5 % for year ending 31.12.08	£1.16 9
Do. (8% pref.)	2,500	£1	£1	£2,500 £2,500 £2,500	none	None	£1
Lodbury Rubber Estates Limited	88,000	£1	£1	£88,000 £88,000 £88,000	none	None	£1
Do. (contributory)	88,000	£1	£1	£88,000 £88,000 £88,000	none	None	£1

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

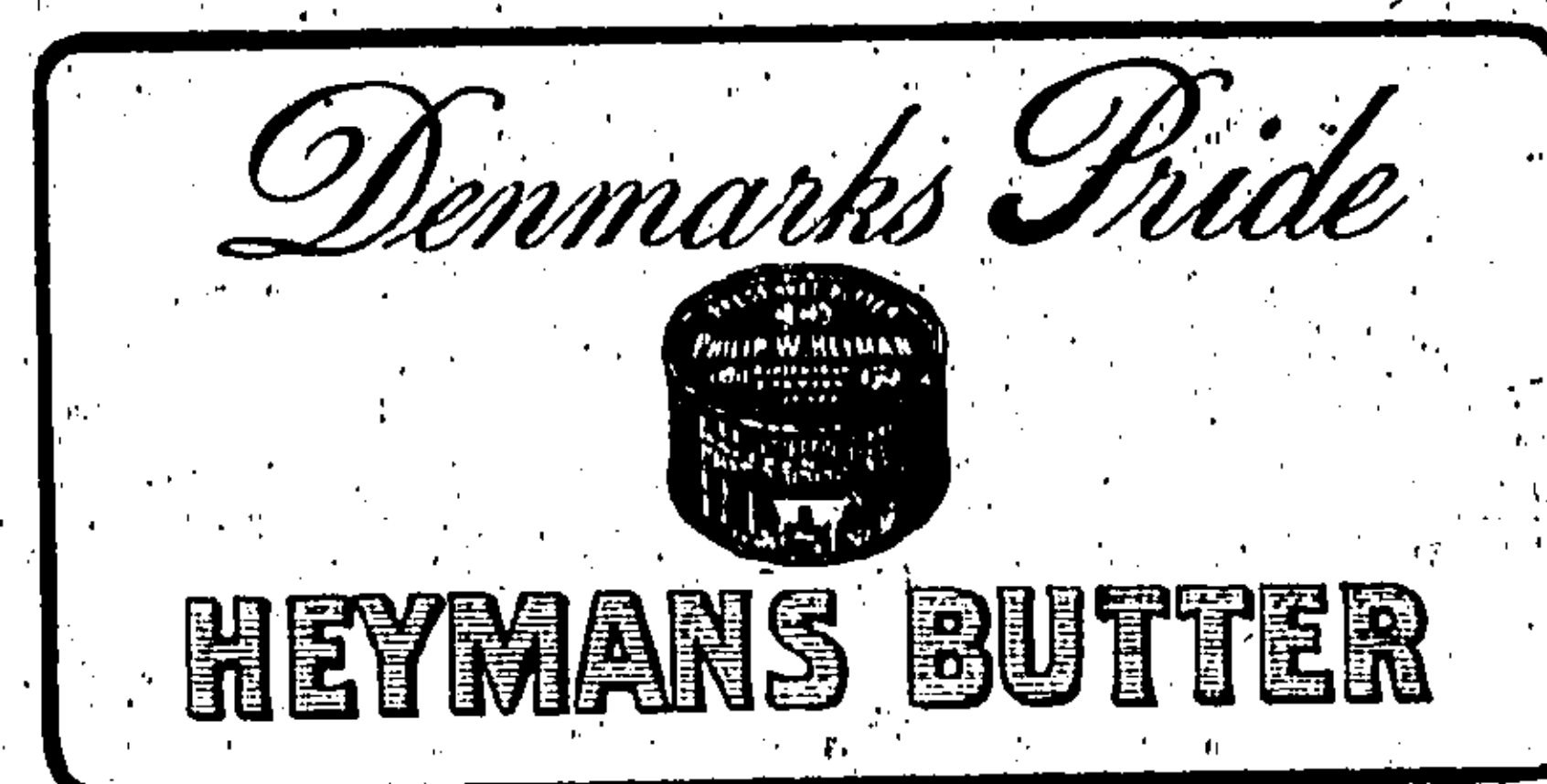
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

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REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

[566]

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche
& Co."

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hampden, 30th April, 1909.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS,

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then

H. R. H. The Duke of York, and

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4,500 testimonials from all sources.

My 34 years' experience in tattooing is a

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My colours are absolutely fast and perfectly

harmless, and produce a charming effect not

attainable by any other, as their composition is

only known to me. In tattooing unlike some

species of engravings, care must be taken to

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